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REPORT

OF THE

DIRECTORS

OF THE

Michigan Central Railroad Company,

TO THE

STOCKHOLDERS:

3453
TOGETHER WITH THE

REPORTS OF THE TREASURER, SUPERINTENDENT, AUDITOR,
AND TRUSTEES OF SINKING FUNDS.

JUNE, 1866.

BOSTON:

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DIRECTORS.

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JOHN W. BROOKS.

VICE-PRESIDENT.

R. B. FORBES.

TREASURER.

ISAAC LIVERMORE.

SUPERINTENDENT.

R. N. RICE.

AUDITOR.

WILLIAM BOOTT.

CLERK.

JOSHUA CRANE.

DIRECTORS' REPORT.

To the Stockholders of the Michigan Central Railroad Co.:

The Directors herewith submit their Annual Report, including the Report of Mr. Livermore, Treasurer, showing the financial condition of the Company; the Report of the Superintendent, Mr. Rice, giving the details of working the road for the year; the Report of the Trustees of the Sinking Funds; and that of Mr. Boott, Auditor of the Company.

The bonded debt of the Company, June 1,		
1865, was,	.	\$7,565,488 89
Less Sinking Funds,—1st,	\$565,431 71	
“ “ “ 2d,	167,680 50	
	<hr/>	733,112 21
Net bonded debt,	.	\$6,832,376 68
Capital Stock,	.	6,491,386 00
		<hr/>
		\$13,323,762 68
The bonded debt is now,		\$7,463,488 89
Less Sinking Funds,—		
1st,	\$662,374 03	
2d,	202,203 45	
	<hr/>	864,577 48
Net bonded debt,	.	\$6,598,911 41
Capital Stock,	.	6,982,866 00
	<hr/>	13,581,777 41
		<hr/>
Increase during the year,	.	\$258,014 73

The bonded debt has been decreased by the conversion of \$102,000 of convertible bonds into stock, and the capital stock has been increased by that amount, (less \$20 fractional scrip,) and also by \$389,500 amount of stock dividend of July 1, 1865.

The gross receipts, as stated in the Treasurer's

Report, have been,		\$4,451,279 14
Operating expenses, (less new grain house and loss by fire,) \$2,532,231 61		
Expended on new grain house, 32,485 85		
State and local taxes, . . . 97,059 60		
Paid losses by fire, less insurance, 69,783 57		
Expended on new freight house, 76,815 29		
	<hr/>	2,808,375 92
		<hr/>
		\$1,642,903 22
Interest and exchange account, \$643,726 44		
Government tax on dividends and receipts, 169,104 61		
Payments to Sinking Funds, . 84,500 00		
	<hr/>	897,331 05
		<hr/>
Net receipts for year,		\$745,572 17

The earnings of the last two years are compared in the following

MONTHLY STATEMENT

Of the Earnings of the Years ending May 31, 1865 and 1866.

MONTHS.	Year ending May 31, 1865.	Year ending May 31, 1866.	Decrease.	Increase.
June, . . .	\$265,780 35	\$365,662 74	—	\$99,882 39
July, . . .	263,244 58	329,105 19	—	65,860 61
August, . . .	346,781 36	413,501 21	—	66,719 85
September, . . .	408,444 58	476,661 23	—	68,216 65
October, . . .	410,802 08	490,693 90	—	79,891 82
November, . . .	405,509 77	447,669 79	—	42,160 02
December, . . .	376,470 40	328,869 83	\$47,600 57	—
January, 1866, . . .	306,324 31	282,438 64	23,885 67	—
February, . . .	279,137 59	265,796 36	13,341 23	—
March, . . .	344,228 12	337,158 32	7,069 80	—
April, . . .	337,240 78	343,736 96	—	6,496 18
May, . . .	401,455 65	365,196 34	36,259 31	—
Totals, . . .	\$4,145,419 57	\$4,446,490 51	Net, .	\$301,070 94

The earnings, as stated in the Superintendent's

Report, amount to, \$4,446,490 51

The receipts, by the Treasurer's account, were, 4,451,279 14

The earnings and working and improvement expenses for the last two years, compare as follows:—

	Year ending May 31, 1865.	Year ending May 31, 1866.	Gain.	Loss.	Per cent. of Gain or Loss.
Passengers, . . .	\$1,771,813 60	\$2,061,335 05	\$289,521 45	— —	+16.34
Freight, . . .	2,233,529 47	2,208,591 82	— —	\$24,937 65	—01.11
Miscellaneous, . .	140,076 50	176,563 64	36,487 14	— —	+26.04
Totals, . . .	\$4,145,419 57	\$4,446,490 51	\$301,070 94	— —	+07.26
Expense less Tax,	2,314,616 22	2,738,592 35	423,976 13	— —	+14.82
Balance, . . .	\$1,830,803 35	\$1,707,898 16	— —	\$122,905 19	—7.19

On the 18th of October we had the misfortune to lose our freight house and offices, at Detroit, with their contents, by fire. The cost of the new buildings required to replace those burned, the compensation paid for property destroyed, and the continued high cost of labor and material, more than counterbalance our increased earnings.

Included in the working expenses, as stated in above table, are the following considerable items, such as are often charged to construction account.

Expended on new grain house and elevator at Detroit, \$32,485.85.

New freight house at Detroit, \$76,815.29.

Loss by fire, less insurance, \$69,783.57.

Surplus new rails, costing about \$60,000.

Besides the above, there are other considerable items of improvement and renewal detailed in the Superintendent's Report.

The passenger, freight and miscellaneous earnings, and per cent. of earnings used in operating expenses since 1857, are shown in the following

TABULAR STATEMENT.

Year ending May 31,	Passenger Earnings.	Freight Earnings.	Miscellaneous Earnings.	Perct. of earnings used in operating expenses, exclusive of tax.
1857, . .	\$1,610,415 75	\$1,413,492 47	\$80,694 47	64 $\frac{6}{10}$
1858, . .	1,321,039 56	1,033,748 32	73,969 64	59 $\frac{6}{10}$
1859, . .	938,609 39	831,435 46	68,084 82	53 $\frac{4}{10}$
1860, . .	803,507 97	962,621 70	66,815 19	53 $\frac{7}{10}$
1861, . .	775,228 53	1,218,186 29	64,637 79	51
1862, . .	724,915 48	1,559,060 98	77,264 96	45 $\frac{1}{10}$
1863, . .	889,682 28	1,983,757 35	73,120 92	40 $\frac{4}{10}$
1864, . .	1,262,415 07	2,073,274 71	98,858 85	47 $\frac{6}{10}$
1865, . .	1,771,813 60	2,233,529 47	140,076 50	55 $\frac{8}{10}$
1866, . .	2,061,335 05	2,208,591 82	176,563 64	61

A comparison of some of the main features of our business, for the last two years, is shown in the following

COMPARATIVE TABLE.

	1865.	1866.
Passenger earnings,	\$1,771,813 60	\$2,061,335 05
Freight earnings,	2,233,529 47	2,208,591 82
Miscellaneous earnings,	140,076 50	176,563 64
Total earnings,	\$4,145,419 57	\$4,446,490 51
Operating expenses, including taxes,	2,406,149 63	2,808,375 92
Net earnings,	\$1,739,269 94	\$1,638,114 59
Ratio of expenses, less taxes, to earnings,	55.1%	61
Earnings of freight trains per mile run,	\$3 47	\$3 01
Tons of freight moved,	485,275	533,451
Average No. of tons carried per train per mile,	113.49	115.77
Average distance freight is carried, (miles,)	150.30	159.15
Freight earnings per ton per mile,	3.06 cts.	2.60 cts.
Earnings of passenger trains per mile run,	\$2 74	\$2 76
Number of passengers carried,	852,889	902,826
Average No. of passengers per train per mile,	105.79	101.42
Average No. of miles travelled by each passenger,	80.12	83.76
Passenger earnings per passenger per mile,	2.59 cts.	2.72 cts.
Passengers carried one mile,	68,338,876	75,629,075
Passengers carried one mile per mile of road,	240,806	266,299
Tons carried one mile eastward,	43,248,111	50,634,629
Tons carried one mile westward,	29,680,208	34,263,084
Total tons carried one mile,	72,937,319	84,897,713
Tons carried one mile per mile of road,	256,832	289,936
Proportion of whole tonnage eastward, per c't,	59.30	59.64
Proportion of whole tonnage westward, per c't,	40.70	40.36

Some further purchases of land have been made in Detroit, which, although not at this time absolutely required for the business of the Company, will in a short time be necessary for the convenient and economical transaction of its increasing freight traffic. Part of this land was advertised for sale by auction, and if it had been sold to other parties, we should probably have been unable to buy at any price when we needed it.

It is expected that the third rail will be laid down by the Great Western Railway Co. on their road by the month of October.. With its aid there will be a uniform gauge of track from the Atlantic to the Mississippi, between which freight may be transported in both directions without those vexatious delays that have hitherto seriously interfered with our winter business, and without breaking bulk in its transit from point of shipment to place of delivery.

Certain investments in cattle yards and lands in Chicago, lands in Detroit, and second track to connect at Grand Trunk Junction by double line from Detroit station, amounting in all to \$510,846.49, being permanent improvements, have been charged to construction account.

By reference to the Superintendent's Report, it will be seen that the road is in excellent condition, and fully equipped for the anticipated increase in the business.

By order of the Board,

R. B. FORBES, *Vice-President.*

BOSTON, June 20, 1866.

TREASURER'S REPORT.

*To the President and Directors of the Michigan Central
Railroad Company :*

GENTLEMEN,—The accounts of the Company for the financial year ending on the 31st of May last are herewith submitted, by which it appears that after a dividend of four dollars per share in cash, and six dollars per share in stock July 1, 1865, and a dividend of five dollars per share January 1, 1866, and making the annual payment to the Sinking Funds, and deducting disbursements for operating, local taxes and interest, there will be found to the credit of income account the sum of \$460,-802.67. The balance of this account was \$708,385.50 at the same period last year.

A comparison of the business of the year which has just closed, with that of the previous year, results as follows:—

From June 1, 1864, to June 1, 1865,—

The gross receipts were	\$4,121,212 97
operating expenses, including local taxes,	\$2,406,149 63
U. S. government taxes on dividends and passengers,	165,264 94
interest and foreign and local exchange,	622,980 96
sinking fund payments,	84,500 00
	<hr/>
Total payments,	3,278,895 53
	<hr/>
Net,	\$842,317 44

From June 1, 1865, to June 1, 1866,—

The gross receipts were,	\$4,451,279 14
operating expenses, includ-	
ing local taxes,	\$2,808,375 92
interest and foreign and	
local exchange,	643,726 44
sinking fund payments,	84,500 00
U. S. government tax on	
dividend and receipts,	169,104 61
	<hr/>
Total payments,	3,853,951 33
	<hr/>
Net,	\$745,572 17

Showing a decrease from the previous year of \$96,745.27

The Bonded Debt has been decreased during the year by the conversion of \$102,000 to stock.

The Capital Stock has been reduced \$20 by the purchase of fractional Scrip to that amount; and increased by conversion of bonds \$102,000, and stock dividend \$389,500.

Construction Account has been increased \$510,846.49 during the past year.

The Bonded Debt amounts to the sum of	\$7,463,488 89
Capital Stock,	6,982 866 00
	<hr/>
	\$14,446,354 89

Respectfully submitted,

ISAAC LIVERMORE,

Treasurer.

BOSTON, June 1, 1866.

[B.]		Income Account.		Cr.	
Dr.					
1866. June 1,	To dividend of four per cent. in cash, . . . \$259,648 00 dividend and six per cent. in stock, . . . 339,472 00 payable July 1, 1865, . . . dividend of five per cent. in cash, payable Jan. 1, 1866, U. S. Government tax on dividends, &c., . . . 55,723 35 U. S. Government tax on receipts, . . . 113,381 26 annual payment towards Sinking Funds, operating account from June 1, 1865, to June 1, 1866, including local taxes, . . . interest and exchange account from June 1, 1865, to June 1, 1866, . . . balance to new account, . . .	\$649,120 00 344,035 00 169,104 61 84,500 00 2,808,375 92 643,726 44 460,802 67 \$5,159,664 64	1866. June 1, By balance of this account in Treasurer's account of June 1, 1865, . . . receipts of road from June 1, 1865, to June 1, 1866, per Statement C, . . .	\$708,385 50 4,451,279 14	
			1866. June 1, By balance brought down, . . .	\$460,802 67	
Boston, June 1, 1866.		(E. E.)		ISAAC LIVERMORE, Treasurer.	

Operating and Interest Accounts for Year ending May 31, 1866. *Gross Receipts of Road for Year ending May 31, 1866.*

Date.	Account.	Amount.	Months.	Passengers.	Freight.	Miscellaneous.	Total.	Amount.
1866. June 1,								
	Road Repairs,	\$625,056 84	1865.	\$173,540 53	\$179,416 49	\$12,979 84	\$370,936 91	
	Building Repairs,	229,212 91	June,	161,063 00	154,144 28	17,305 20	332,512 48	
	Locomotive Repairs,	256,225 26	July,	241,890 84	162,231 39	10,244 27	414,366 50	
	Car Repairs,	239,900 79	August,	213,068 24	200,117 59	14,421 28	427,607 11	
	Locomotive Service,	114,529 88	September,	204,122 99	206,795 51	11,881 01	422,799 51	
	Train Service,	91,101 94	October,	214,747 37	252,965 98	21,870 46	489,583 81	
	Station Service,	479,027 13	November,	206,833 27	209,590 45	16,036 30	432,460 02	
	Fuel,	300,111 71	December,					
	Oil and Waste,	67,962 66	1866.					
	Stationery and Printing,	39,781 37	January,	140,558 44	157,122 55	20,453 23	324,134 22	
	Local Taxes,	97,059 60	February,	106,592 48	160,431 86	10,686 12	277,610 46	
	Telegraph,	24,961 78	March,	148,532 73	164,441 98	6,254 84	319,229 55	
	Miscellaneous,	183,444 07	April,	101,800 00	177,336 69	18,140 00	297,276 69	
			May,	137,669 73	186,491 43	15,600 72	342,761 88	
	Amount of Payments towards Sinking Funds,	84,500 00		\$2,061,419 67	\$2,214,086 20	\$175,773 27		\$4,451,279 14
	Amount paid U. S. Government, Tax on Dividends and Receipts,	169,104 61						
	Interest and Exchange from June 1, '65, to June 1, 1866,	648,726 44						
	Balance, being net receipts for year ending May 31, '66,	745,572 17						
		<u>\$4,451,279 14</u>						<u>\$4,451,279 14</u>

Boston, June 1, 1866.

(E. E.)

ISAAC LIVERMORE, Treasurer.

TRUSTEES' REPORT.

*To the President and Directors of the Michigan Central
Railroad Company:*

The Trustees appointed under the Trust Mortgage Deed of the Michigan Central Railroad Company to John M. Forbes, Nathaniel Thayer and H. H. Hunnewell, Trustees, under date of September 29, 1857, report: That the present standing of the Sinking Funds, the care of which was entrusted to them, shows the balance to the credit of the First Sinking Fund on the 31st of May, 1866, was in

Bonds at par, viz. :—

Michigan Central R. R. Co., . . .	\$386,500 00	
Joliet and N. Indiana R. R. Co., . . .	96,000 00	
Hannibal and St. Joseph R. R. Co., . . .	101,100 00	
New York City Bonds, . . .	22,000 00	
United States 5-20 Bonds, . . .	39,000 00	
Chicago, Burlington & Quincy R.R.Co.	16,000 00	
	<hr/>	\$660,600 00
Cash in Boston Bank,		1,774 03
		<hr/>
		\$662,374 03

To the credit of the Second Sinking Fund on the 31st of May, 1866, was in

Bonds at par, viz.:—

Michigan Central R. R. Co., . . .	\$136,500 00	
Joliet and N. Indiana R. R. Co., . . .	30,000 00	
Hannibal and St. Joseph R. R. Co., . . .	29,900 00	
New York City,	5,000 00	
	<hr/>	\$201,400 00
Joliet and N. Indiana R. R. Stock, at par,		500 00
Cash in Boston Bank,		403 45
		<hr/>
		\$202,303 45

The accounts for the year ending May 31, 1866, are as follows:—

Michigan Central Railroad First Sinking Fund in account with the Trustees.

Cash in Boston Bank, May 31, 1865,	\$1,268 71	
Received July 1, 1865, 6 months' interest on \$68,000		
R. R. 7 per cent. bonds,	\$2,380 00	
Less tax, 5 per cent.,	119 00	
	<hr/>	2,261 00
Received July 10, 1865, 6 months' interest on \$85,000		
R. R. 8 per cent. bonds,	\$3,400 00	
Less tax, 5 per cent.,	170 00	
	<hr/>	3,230 00
Received October 2, 1865, 6 months' interest on \$339,000 R. R. 8 per cent. bonds,	\$13,560 00	
Received October 2, 1865, 6 months' interest on \$33,100 R. R. 7 per cent. bonds,	1,158 50	
	<hr/>	\$14,718 50
Less tax, 5 per cent.,	735 92	
	<hr/>	13,982 58
Received October 30, 1865, from I. Livermore, Treasurer, eighth annual payment,		60,000 00
Received November 1, 1865, 6 months' interest on \$39,000 United States 5-20 bonds,		1,702 35
Received January 1, 1866, 6 months' interest on \$68,000 R. R. 7 per cent. bonds,	\$2,380 00	
Received January 1, 1866, 6 months' interest on \$16,000 R. R. 8 per cent. bonds,	640 00	
	<hr/>	\$3,020 00
Less tax, 5 per cent.,	151 00	
	<hr/>	2,869 00
Received January 10, 1866, 6 months' interest on \$95,000 R. R. 8 per cent. bonds,	\$3,800 00	
Less tax, 5 per cent.,	190 00	
	<hr/>	3,610 00
Received February 7, 1866, 3 months' interest on \$5,000 New York City bonds,		75 00
Received April 2, 1866, 6 months' interest on \$33,100 R. R. 7 per cent. bonds,	\$1,158 50	
Less tax, 5 per cent.,	57 92	
	<hr/>	1,100 58

Received April 9, 1866, six months' interest on		
\$386,500 R. R. 8 per cent. bonds,	\$15,460 00	
Less tax, 5 per cent.,	773 00	
	<hr/>	\$14,687 00
Received May 8, 1866, 6 months' interest on \$39,000 United		
States 5-20 bonds,		1,491 75
Received May 8, 1866, 3 months' interest on \$22,000 New York		
City bonds,		330 00
		<hr/>
		\$106,607 97

Paid for cost of \$74,500 Railroad Co. bonds,	\$82,746 55	
of \$22,000 New York City bonds,	20,900 00	
for Commission 1 p'r c't on purchases,	1,036 46	
for Clerk hire,	142 00	
for Advertising,	8 93	
Balance in Boston Bank,	1,774 03	
	<hr/>	\$106,607 97

Michigan Central Railroad Second Sinking Fund in account with the Trustees.

Cash in Boston Bank, May 31, 1865,		\$743 50
Received July 1, 1865, 6 months' interest on \$17,000		
R. R. 7 per cent. bonds,	\$595 00	
Less tax, 5 per cent.,	29 75	
	<hr/>	565 25
Received July 10, 1865, 6 months' interest on \$27,000		
R. R. 8 per cent. bonds,	\$1,080 00	
Less tax, 5 per cent.,	54 00	
	<hr/>	1,026 00
Received October 2, 1865, 6 months' interest on \$110,000 R. R. 8 per cent. bonds, \$4,400 00		
Received October 2, 1865, 6 months' interest on \$12,900 R. R. 7 per cent. bonds, 451 50		
	<hr/>	\$4,851 50
Less tax, 5 per cent.,	242 58	
	<hr/>	4,608 92
Received October 30, from I. Livermore, Treasurer, seventh annual payment,		24,500 00
Received January 1, 1866, 6 months' interest on		
\$17,000 R. R. 7 per cent. bonds,	\$595 00	
Less tax, 5 per cent.,	29 75	
	<hr/>	565 25
Received January 10, 1866, 6 months' interest on		
\$29,000 R. R. 7 per cent. bonds,	\$1,160 00	
Less tax, 5 per cent.,	58 00	
	<hr/>	1,102 00

Received April 2, 1866, 6 months' interest on \$12,900

R. R. 7 per cent. bonds,	\$451 50	
Less tax, 5 per cent.,	22 58	
		<u>\$428 92</u>

Received April 9, 1866, 6 months' interest on \$136,500

R. R. 8 per cent. bonds,	\$5,460 00	
Less tax, 5 per cent.,	273 00	
		<u>5,187 00</u>

Received May 8, 1866, 3 months' interest on \$5,000 New York

City bond,	75 00	
		<u>\$38,801 84</u>

Paid for cost of \$29,500 Railroad Co. bonds, . . .	\$32,757 83	
\$5,000 New York City bonds, . . .	4,750 00	
5 shares Joliet & N. Indiana R. R., . . .	450 00	
for Commission on purchases 1 per cent., . . .	379 58	
for Clerk hire,	58 00	
for Advertising, &c.,	2 98	
Balance in Boston Bank,	403 45	
		<u>\$38,801 84</u>

The amount of bonds was erroneously stated in last year's Report to be at credit of First Sinking Fund, \$100,000 Michigan Central R. R., and \$39,000 Hannibal and St. Joseph R. R. These amounts should have been respectively \$110,000 and \$29,000.

N. THAYER,
H. H. HUNNEWELL,
W. H. FORBES,

Trustees.

BOSTON, June 12, 1866.

AUDITOR'S REPORT.

BOSTON, June 15, 1866.

To the Directors of the Michigan Central Railroad Company :

GENTLEMEN,—I have examined the Treasurer's books at Boston, and the Superintendent's at Detroit, for the year ending May 31st, and have found them to be correctly kept and supported by proper vouchers.

Respectfully,

W. BOOTT, *Auditor.*

GENERAL SUPERINTENDENT'S REPORT.

GENERAL SUPERINTENDENT'S OFFICE, MICHIGAN CENTRAL R. R., }
 DETROIT, June 8, 1866. }

J. W. BROOKS, Esq., *President*:

SIR,—The customary statement and statistical information at the close of the fiscal year, is herewith submitted for the year ending with the 31st ultimo.

EARNINGS FOR THE YEAR.

From Passengers,	\$2,061,335 05
Freight,	2,208,591 82
Miscellaneous,	176,563 64
	<hr/>
	\$4,446,490 51

Comparison with previous year as follows:

Increase on Passengers,	\$289,521 45
Decrease on Freight,	24,937 65
Increase on Miscellaneous,	36,487 14
Total increase over last year,	301,070 94

The increase in earnings from passengers has been principally from through traffic, divided about equally between the eastward and westward, the earnings from the regular local business not varying materially from the previous year; but it will be borne in mind that the earnings from local passengers for that year were much increased by the movements of troops, which item has had but little influence in the earnings of this year.

The earnings from passengers are equally divided between through and local, as will be seen by reference to the tabular statements.

The aggregate earnings from freight vary but little from last year.

The increase of tonnage is 48,176 tons, while the falling off in earnings is \$24,937.65.

The rates of local tariff, although having been somewhat modified, do not differ essentially from those of previous year, but the rates on *through* traffic have ruled considerably lower since the close of the war, and the consequent opening of all the competing lines south of us.

Table [H.] shows in detail the movement of the different articles transported in comparison with former years.

The completion of the contemplated *third* rail on the Great Western Railway, together with the car transfer boat now under construction, thus making the gauge uniform from the Far West to the seaboard, must have a great influence upon the receipts of this company, when once in operation, and this must have an important bearing upon our trade the ensuing year, as we expect to be reaping the benefits of this feature in the *through* line, *before* the close of navigation.

In moving property, time saved is frequently an important element to the shipper, and with a uniform gauge between the Atlantic cities and the principal points of the West, property can be transported in both directions without the necessity of breaking bulk, thus not only insuring its quick passage, but saving the cost of handling and damage to packages consequent upon the various transfers from one carrier to the next.

The Jackson, Lansing and Saginaw Railroad has recently been opened to Lansing, the State capital, and promises to be a good ally of this line—its working department is under the charge of James F. Foxen, as superintendent, who has had some ten years' experience in the service of our Company.

During the year the three miles of line between Detroit Station and Grand Trunk Junction, have been furnished with a second track, making a double line between those points which has long been demanded in consequence of the great use of this part of the road in connection with the Grand Trunk and the stock yards of the Company.

The most important feature in the experience of the past year was the loss of the large freight depot in this city, and most of its contents, as also the Dock front, by fire in October last,

causing a large extraordinary expenditure for rebuilding, and for payment for property burned for which the Company was liable.

The new building is in a good state of forwardness, and will not only be fire-proof in all respects, but a much more commodious building than the old one.

The offices for use of the Freight Department and general offices of the Company, are at the upper end of main building, 130 feet in length, on Third Street, 36 feet deep, and three stories high, but entirely cut off from the main building by partition wall.

Each floor of the office building is provided with ample fire-proof vaults, and will be warmed by steam.

The offices and main structure will have iron roofs.

The walls are now ready for the roofs which are going on at once, and the buildings will be ready for occupancy at an early day; when completed, it is believed they will be the most perfect buildings of their kind to be found on this continent—and, although expensive structures, will, in all probability, be ample for all the future business requirements of the Company at this point.

It has been necessary to commence the construction of the Dock and arrangement of tracks for the accommodation of the transfer boat for ferrying cars across the river in view of the uniform gauge; and much has been done in collecting materials and in piling for this work, which is to be completed by the early fall.

Quite extensive changes have been necessary for the better accommodation of passengers at Niles' Station,—the arrangements of trains requiring more extended conveniences for refreshment purposes.

During the year new blacksmith and machine shops, and new offices—which have long been needed—have been added to the Detroit works, and extensive repairs made at the Marshall and Michigan City shops. The new buildings have gone into construction account.

ARRANGEMENT OF TRAINS.

Trains have been run during the year without material change, as to number and rate of speed as compared with the past three years.

At present, four through trains are run, and local between Detroit and Dexter, forty-seven miles, and Cincinnati express between Michigan City and Chicago, fifty-six miles.

OPERATING EXPENSES.

By reference to Table [I.] it will be seen that the amount embraced in expenditures for operating the line the last year, including the Local Taxes, is \$2,808,375.92; taxes being \$97,059.60, which deducted, shows the expenses to have been 61 per cent. of the gross earnings.

The burning of the Detroit freight depot and docks, has caused a large outlay towards the erection of the fire-proof building, 800 feet long by 110 feet wide, and offices on Third Street, amounting to the sum of \$94,677.42.

Included in this sum are the following items:—

Taking down old walls and preparing grounds for new building.

Driving piles whole length of one side to provide for the increased width, and also piling the foundation for offices at upper end.

1,375 lineal feet of timber Dock on River front from the water line. 81,694 square feet of permanent oak platform in and about the building, laid upon solid gravel foundation, requiring a large amount of filling by trains from a distance.

There are many large items in the expenditures of this year that cannot be regarded as operating expenses, although included in the accounts as such, as follows:—

Amount paid claimants to date who had property burned at the Freight House fire,	\$119,783 57
Amount expended upon new Freight House and charged in building repairs,	44,677 42

To enable the current business of the road to go along unembarrassed, it was necessary to put up temporary structures of large magnitude immediately after the fire, arranging tracks to them, &c., costing,	17,137 87
--	-----------

These are as follows:—

City Freight House on Woodbridge Street, 500 feet in length, with 21,296 square feet of floor room, well built, and will answer for storage or other purposes, if needed, when through with as freight house.

Freight Sheds on Dock for handling the through business, 750 feet in length, having 54,036 square feet of floor room.

4,600 lineal feet of plank road, leading from the Woodbridge Street Freight House to the stone pavement at Third Street.

Shafting and machinery for the New Elevator and grading, planking and finishing up about the building,	\$32,485 85
Add local taxes,	97,059 60
	<hr/>
	\$311,144 31

This amount should properly be deducted from the sum charged to operating expenses to get at the legitimate cost chargeable to operating the road, and it leaves the sum of \$2,497,231.61 which is $56\frac{2}{10}$ of gross earnings.

Besides the extraordinary expenses of the year as detailed above, the following are some of the most important items, that are embraced in the expenses of the road, and properly chargeable to expense account. .

724 $\frac{1323}{2240}$ tons new rails.

2,638 $\frac{213}{2240}$ tons re-rolled rails, put into the track.

2,871 $\frac{1560}{2240}$ tons repaired rails, replaced in the track, equal in all to sixty miles of renewed track.

110,458 new ties.

120 $\frac{1650}{2240}$ tons spike.

The amount of expenditures upon road repairs is large, by reason of an extraordinary amount of rails purchased, and rails re-rolled, and ties, spike and labor consequent upon the extra quantity of iron. To enable the prompt supply of the rolling mills with stock for re-rolling, our surplus of iron has been increased by the purchase of the 724 tons new rails.

Extensive repairs at Marshall and Michigan City shops.

New turn-tables at Chicago, Battle Creek, Niles and Kalamazoo.
Cattle yards at Augusta and Albion.

1 wood shed at Ann Arbor.

2 wood sheds at Decatur.

2 wood sheds at Lawton.

Niles passenger house enlarged.

Buchanan passenger house enlarged.

New passenger houses at Delhi and Augusta.

New telegraph offices and battery rooms at Kalamazoo.

Water house at Calumet.

4,339 feet in length of platforms and sidewalks on the line.

30 miles of new board fence on the line.

15 miles of rail fence.

650 feet of 10 feet fence in Detroit.

3 new bridges near Jackson.

1 new bridge near Michigan City.

1 new bridge near State line.

70 new cattle guards.

11 new stone culverts.

Cars have been built as follows:—

4 sleeping cars, 16-wheel, nearly done.

2 baggage cars, 12-wheel.

12 conductor's cars for freight trains, and fitted for passenger service.

141 large eight-wheeled box cars.

47 hand cars.

17 rubble cars.

I send with this, the reports in full of the transactions of J. B. Sutherland, Superintendent of Car Works, and Construction of Buildings, and of A. S. Sweet, Superintendent of the Locomotive Department, and ask your attention to matters of interest under their charge.

The care of the tracks, buildings and bridges upon the line remains under the charge of C. H. White, for the Eastern, and S. K. Johnson, for the Western divisions, who have had a long and valuable experience in the service of the Company.

The property of the Company at the present time compares favorably in general condition and value with any previous period.

Much has been accomplished the past year in the improvement of its facilities for serving the public by the rebuilding of day cars, and the introduction of new sleeping cars, far superior to any heretofore in use, and the Company has never before been in better condition in all respects for meeting the requirements of its customers.

In closing this Report, I wish again to bear testimony to the zeal manifested by those in charge of the various departments of the Company's operations, as with hardly an exception, all have shown an ambition to accomplish good results in the past year's business.

Respectfully yours, &c.,

R. N. RICE,
General Superintendent.

REPORT OF LOCOMOTIVE SUPERINTENDENT.

R. N. RICE, *General Superintendent* :

Herewith please find statement of the working of the Locomotive Department for the year ending May 31, 1866.

Reference to Table [C.] will show that all items of expenditures for the operating and maintenance of machinery is about the same as last year.

Table [B.] gives amount of renewals, which is a fair index of what must be calculated on each year to meet the extraordinary wear and tear, especially when the winters are as severe as the last. The track having been frozen up very hard when flooded with water, and remaining so for six or eight weeks, caused great destruction both to machinery and track. But, fortunately, the machinery being in good condition, especially tires, we were enabled, with few exceptions, to make our connections with trains, an important desideratum. The changes or additions to the Detroit shops recommended last year, have been carried out, and the shops greatly increased and improved.

There is a new iron turn-table in course of construction for square engine-shed. Marshall shops and engine-shed are in complete order, with iron turn-table. Michigan City shops and shed are also in good order, with iron turn-table, with the exception of smith shop, which needs new forges and chimneys, which I shall put up as soon as material can be brought on the ground. The Chicago round house, and Joliet shops and shed are in good condition.

There are two coal-burners running, and five more in shop under construction, and material on hand for two more, which will soon be in the works.

Notwithstanding the high apparent cost of the maintenance of machinery, taking into account the high rates of labor and materials, the proportion of extraordinary expenses due to renewals, and the present condition of the locomotives, the department shows a great improvement on last year's operations.

All of which is respectfully submitted.

A. S. SWEET,

Superintendent.

[A.]

STATEMENT of *Miles run by Locomotives during the year from June 1, 1865, to May 31, 1866, inclusive.*

MONTHS.	Miles Passenger trains.	Miles Freight trains.	Miles Miscellaneous trains.	Miles Switching trains.	Miles Total.
1865.					
June, . .	55,557	63,899	8,604	11,620	139,680
July, . .	58,224	55,858	10,773	10,832	135,687
August, . .	59,052	57,621	9,129	11,890	137,692
September, . .	63,120	65,442	9,205	13,567	151,334
October, . .	69,001	62,061	6,490	10,633	148,185
November, . .	62,725	65,289	12,773	13,335	154,122
December, . .	66,598	54,856	10,543	11,565	143,562
1866.					
January, . .	60,333	62,877	11,850	12,110	147,170
February, . .	57,290	64,955	10,886	10,261	143,392
March, . .	54,269	54,068	7,024	12,425	127,786
April, . .	71,606	64,220	9,305	11,128	156,259
May, . .	67,873	62,194	15,174	11,560	156,801
Totals, . .	745,648	733,340	121,753	140,926	1,741,670

Renewals during the year.

-
-
- 19 flue sheets.
 - 16 crown sheets.
 - 82 tender and truck axles.
 - 14 locomotive crank axles.
 - 12 locomotive straight axles.
 - 88 rings wrought tire.
 - 12 rings chilled tire.
 - 11 driving wheels.
 - 14 tenders with running gear complete.
 - 6 new tanks.
 - 12 locomotive cabs.
 - 36 pilots.
 - 26 boilers covered new with lagging.
 - 19 locomotive smoke stacks.
 - 18 sets flues pieced.
 - 17 new jackets to boilers.
 - 13 new head lamps.
 - 316 truck and tender wheels.
 - 48 locomotives, painted and varnished.
 - 73 locomotives, partially painted and varnished.
 - 10 pilot engine trucks, complete.
-
-

[C.]

Cost of locomotive repairs,	\$256,225 26
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Cost of locomotive service,	114,529 88
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Cost of Fuel.

Cords of wood used, 55,078, at \$4.50,	\$247,851 00
--	--------------

Tons of coal used, 1,628, at \$5.66,	9,214 48
--	----------

	\$257,065 48
--	--------------

Gallons of oil used, 18,798, at \$1.20,	\$22,557 60
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Rags used, 39,604, at 10½ cents,	4,153 42
--	----------

Waste used, 3,651, at 37½ cents,	1,372 16
--	----------

Average number of miles run by locomotives burning wood to each cord used,	31.62
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Average number of miles run by locomotives burning coal to each ton consumed,	37.39
--	-------

Average number of miles run by locomotives to each gallon of oil consumed,	92.65
---	-------

Recapitulation.

Cost per mile run for repairs,	14 ⁷¹ / ₁₀₀ cents.
--	--

for engineers, firemen and wiping,	6 ⁵⁷ / ₁₀₀ cents.
--	---

for fuel,	14 ⁷⁵ / ₁₀₀ cents.
---------------------	--

for oil,	1 ²⁹ / ₁₀₀ cents.
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for rags and waste,	³¹ / ₁₀₀ cents.
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Total cost per mile run,	37 ⁶³ / ₁₀₀ cents.
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[D .]

SCHEDULE and Description of Locomotives.

NAMES.	Where built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Ranger,	Det. Locomotive Works,	16—22	5 ft. 6 in.	4
Rambler,	" " "	"	"	"
Rattler,	" " "	"	"	"
Rover,	" " "	"	"	"
Racer,	" " "	"	"	"
Rusher,	" " "	"	"	"
Bald Eagle,	Manchester,	16—20	"	"
White Eagle,	"	"	"	"
Black Eagle,	"	"	"	"
Grey Eagle,	"	"	"	"
American Eagle,	"	"	"	"
Golden Eagle,	"	"	"	"
White Cloud,	"	"	"	"
Flying Cloud,	"	"	"	"
Rocket,	"	"	"	"
Storm,	"	"	"	"
North Wind,	"	"	"	"
East Wind,	"	"	"	"
South Wind,	"	"	"	"
West Wind,	"	"	"	"
Whirlwind,	"	"	"	"
Trade Wind,	"	"	"	"
Arab,	Det. Locomotive Works,	"	"	"
Mameluke,	" " "	"	"	"
Circassian,	" " "	"	"	"
Corsair,	" " "	"	"	"
Egyptian,	" " "	"	"	"
Persian,	" " "	"	"	"
Grey Hound,	Lowell,	16—22	"	"
Stag Hound,	"	"	"	"
Fox Hound,	"	"	"	"
Wolf Hound,	"	"	"	"
Pioneer,	Hinckley & Drury,	15—18	5 feet.	"
Herald,	" " "	"	"	"
Reindeer,	" " "	"	"	"
Antelope,	" " "	"	"	"
Mayflower,	" " "	"	"	"
Comet,	Michigan Central Shop,	"	"	"
Gazelle,	" " "	"	"	"
Torrent,	" " "	"	"	"
Hurricane,	" " "	"	"	"
Cataract,	" " "	"	"	"
Jupiter,	Manchester,	16—20	4 feet.	6
Saturn,	"	"	"	"
Neptune,	"	"	"	"
Pluto,	"	"	"	"
Rocky Mountain,	Hinckley & Drury,	"	"	"
Ætna,	" " "	"	"	"
Salamander,	Michigan Central Shop,	16—22	5 ft. 6 in.	4

SCHEDULE of Locomotives—Continued.

NAMES.	Where built.	Cylinders.	Diameter of Drivers.	No. of Drivers.
Samson, . . .	Michigan Central Shop,	16—22	4 feet.	6
Giant, . . .	" " "	"	"	"
Tiger, . . .	" " "	"	"	"
Hercules, . . .	" " "	16—20	4 ft. 6 in.	4
Battle Creek, . . .	" " "	"	"	"
Ajax, . . .	Manchester, . . .	15—24	"	"
Atlas, . . .	" . . .	"	"	"
Ceres, . . .	" . . .	"	"	"
Foreigner, . . .	Rodgers, . . .	15—22	5 feet.	"
Saxon, . . .	" . . .	16—22	"	"
America, . . .	" . . .	"	"	"
Dolphin, . . .	Schenectady . . .	15—22	4 ft. 6 in.	"
Grampus, . . .	" . . .	16—22	4 ft. 10 in.	"
Porpoise, . . .	" . . .	"	"	"
Black Bear, . . .	Det. Locomotive Works,	16—20	4 feet.	6
Mars, . . .	" " "	16—22	4 ft. 10 in.	4
White Bear, . . .	" " "	"	"	"
Niagara, . . .	" " "	"	"	"
Peninsula, . . .	" " "	"	"	"
Washington, . . .	" " "	"	"	"
Twilight, . . .	" " "	"	"	"
Atlantic, . . .	" " "	"	"	"
Pacific, . . .	" " "	"	"	"
Arctic, . . .	" " "	"	"	"
Baltic, . . .	" " "	"	"	"
Challenge, . . .	Michigan Central Shop,	16—20	5 ft. 6 in.	"
Defiance, . . .	" " "	"	"	"
Goliath, . . .	" " "	16—22	4 ft. 10 in.	"
Vesuvius, . . .	" " "	"	"	"
Hecla, . . .	" " "	"	"	"
Grizzly Bear, . . .	" " "	"	"	"
Brown Bear, . . .	" " "	"	"	"
Lion, . . .	" " "	"	"	"
North Sea, . . .	Manchester, . . .	"	"	"
South Sea, . . .	" . . .	"	"	"
Red Sea, . . .	" . . .	"	"	"
Caspian Sea, . . .	" . . .	"	"	"
Black Sea, . . .	" . . .	"	"	"
White Sea, . . .	" . . .	"	"	"
Globe, . . .	Globe Works, . . .	16—20	4 ft. 6 in.	"
Hinckley, . . .	Hinckley & Drury, . . .	14—22	"	"
Vulcan, . . .	" " "	15—20	"	"
Swallow, . . .	Michigan Central Shop,	12—17	4 feet.	"
Detroit, . . .	Boston Locomo. Works,	12—20	"	"
Marshall, . . .	" " "	"	"	"
Michigan City, . . .	" " "	"	"	"
Chicago, . . .	" " "	"	"	"
Joliet, . . .	" " "	"	"	"

[E.]

*STATEMENT of the Number and Occupation of Employees at the different
Shops on the Road.*

OCCUPATION.	Detroit.	Marshall.	M. City.	Chicago.	Total.
Superintendent,	1	-	-	-	1
Clerk,	1	-	-	-	1
Time Keepers,	1	1	1	-	3
Engine Dispatchers,	1	1	1	-	3
Master Mechanics,	-	1	1	-	2
Machinists,	38	23	28	1	90
Copper and Tin Smiths, . . .	10	2	2	-	14
Tender and Truck Repairers,	5	4	-	-	9
Bolt Cutters,	1	1	1	-	3
Painters,	2	1	1	-	4
Flue Setters and Caulkers, .	2	2	-	-	4
Apprentices,	13	3	6	-	22
Boiler Makers,	10	6	6	-	22
Laborers,	9	7	5	1	22
Pattern Makers,	1	1	1	-	3
Carpenters,	5	1	2	-	8
Boiler Washers,	1	1	1	-	3
Stationary Engineers,	3	1	1	-	5
Stationary Fireman,	1	-	-	-	1
Blacksmiths,	9	4	4	1	18
Helpers,	9	5	7	2	23
Locomotive Engineers, . . .	29	23	17	5	74
Locomotive Firemen,	29	24	17	4	74
Engine Wipers,	9	12	13	5	39
Watchmen,	5	3	3	2	13
Brass Moulder,	-	-	1	-	1
Drayman,	-	-	1	-	1
Draughtsman,	1	-	-	-	1
Total,	196	127	120	21	464

REPORT OF SUPERINTENDENT OF CAR DEPARTMENT.

DETROIT, June 1, 1866.

R. N. RICE, Esq., *General Sup't Michigan Central R. R.:*

SIR,—Herewith I hand you Annual Report of labor expended and material used in Car Department, for the fiscal year ending May, 31st, 1866, which, with the following statements, is most respectfully submitted:—

The rolling stock in this department consists of the following number of cars of the different classes:

PASSENGER CARS.

- 50 first class, with 12 wheels.
- 6 first class, with 12 wheels, sleeping cars.
- 14 first class, with 8 wheels, military cars.
- 4 second class, with 8 wheels.

BAGGAGE CARS.

- 8 with 12 wheels.
- 8 with 8 wheels.

FREIGHT CARS.

- 28 accommodation cars, for use of drovers, way-passengers and conductors.
- 215 large stock cars, with 8 wheels.
- 74 large stock cars, with 8 wheels, double decks.
- 262 small stock cars, with 8 wheels.
- 501 merchandise cars, with 8 wheels.
- 191 platform cars, with 8 wheels.

HAND AND RUBBLE CARS.

- 120 hand cars.
- 151 wood and repairing cars.

CARS REBUILT.

- 4 sleeping cars, 16 wheels, nearly completed.
- 2 baggage cars, 12 wheels.
- 12 accommodation cars, for conductors.
- 141 large box cars, 8 wheels.
- 47 hand cars.
- 17 rubble cars.

Besides the above renewals, there have been repairs made as follows :

- 78 large stock cars, thoroughly overhauled and re-roofed with "Winslow's Iron Roof."
- 3 military cars, remodelled and sold to the Jackson, Lansing and Saginaw R. R. Co.
- 3 mail cars, rebuilt, painted and varnished.
- 6 passenger cars, repainted, ventilated and roofs raised.
- 4 second class cars, repaired, repainted and varnished.
- 22 passenger cars, repainted and varnished.
- 5 baggage cars, repainted and varnished.
- 265 freight cars, repainted.
- 16 pairs passenger trucks, rebuilt.
- 3 pairs baggage trucks, rebuilt.
- 47 pairs freight trucks, rebuilt.

There is also on hand, manufactured and ready for use, wrought iron work and metallic roofing for 100 box cars ; metallic roofs for 70 large stock cars, and wood material framed and ready to put together for 100 platform cars.

As will be seen by the report of last year, we are 32 freight cars short of the number then reported, which is due to withdrawing, more of the small stock cars than we were able to replace, owing to the great amount of work thrown on the department by the fire of October 18th, 1865.

For performance of wheels, axles, and gun-metal boxes, please refer to the following table :—

	FOR THE YEAR ENDING MAY 31,				
	1866.	1865.	1864.	1863.	1862.
<i>Wheels, under cars of all classes.</i>					
Number in use,	11,204	11,574	11,324	11,566	11,212
Number renewed,	889	1,726	1,256	1,589	1,447
Per cent. of renewals,	7.93	14.91	11.10	13.75	12.81
Average mileage of wheels worn out,	223,706	96,842	149,527	137,527	110,193
<i>Axles, under cars of all classes.</i>					
Number in use,	5,084	5,788	5,662	5,778	5,606
Number renewed,	427	684	483	561	497
Per cent. of renewals,	8.40	11.81	8.50	9.70	8.86
Average mileage of axles worn out,	232,874	122,189	194,416	195,395	160,411
<i>Gun-metal Boxes, under passenger cars.</i>					
Number in use,	876	982	832	960	960
Number renewed,	782	933	1,114	480	421
Per cent. of renewals,	89.27	95.00	134.00	50.00	43.85
Average mileage of boxes worn out,	49,836	40,416	30,962	54,824	31,709
<i>Gun-metal Boxes, under baggage cars.</i>					
Number in use,	160	168	180	220	220
Number renewed,	189	174	247	146	191
Per cent. of renewals,	118.00	103.00	137.00	66.36	86.82
Average mileage of boxes worn out,	45,721	51,448	37,020	64,852	45,110
<i>Gun-metal Boxes, under freight cars.</i>					
Number in use,	10,168	10,424	10,312	10,376	10,032
Number renewed,	1,625	2,910	2,441	2,046	1,969
Per cent. of renewals,	15.98	27.91	23.00	19.62	19.63
Average mileage of boxes worn out,	93,084	41,405	59,144	89,662	69,824
<i>Gun-metal Boxes, under cars of all classes.</i>					
Number in use,	11,204	11,574	11,324	11,556	11,212
Number renewed,	2,596	4,017	4,802	2,672	2,681
Per cent. of renewals,	23.17	34.70	42.00	23.12	23.91
Average mileage of boxes worn out,	76,723	41,610	39,110	82,048	59,474

The new blacksmith and machine shops for this department have been completed, and are now in full working order which will aid very much in meeting the increased demand for work in that line.

J. B. SUTHERLAND,
Sup't Car Department.

TABLES

fo

SUPERINTENDENT'S REPORT.

1866.

[A.]

STATEMENT of the Number of Way Passengers and the Earnings from the same for the Years ending May 31, 1865, and May 31, 1866.

MONTHS.	NO. OF WAY PASSENGERS.		WAY PASSENGER EARNINGS.	
	Year ending May 31, 1865.	Year ending May 31, 1866.	Year ending May 1, 1865.	Year ending May 1, 1866.
June, 1865, .	48,579 $\frac{1}{2}$	62,975 $\frac{1}{2}$	\$58,637 04	\$95,957 51
July, . . .	52,321	78,290 $\frac{1}{2}$	62,256 43	96,678 35
August, . .	70,064	76,554	94,601 83	105,261 79
September, .	79,738	76,076 $\frac{1}{2}$	111,888 68	117,120 81
October, . .	77,075 $\frac{1}{2}$	76,259 $\frac{1}{2}$	124,344 58	115,721 77
November, .	67,002	61,418 $\frac{1}{2}$	95,708 25	88,047 94
December, .	53,170 $\frac{1}{2}$	67,539	72,370 60	102,566 91
January, 1866, .	48,331 $\frac{1}{2}$	51,244	73,069 12	65,995 57
February, . .	58,089	40,372 $\frac{1}{2}$	85,178 20	53,870 76
March, . . .	73,417	62,118 $\frac{1}{2}$	96,860 85	81,057 32
April, . . .	56,922 $\frac{1}{2}$	58,119 $\frac{1}{2}$	77,433 36	75,788 69
May, . . .	60,638	55,787 $\frac{1}{2}$	96,761 69	71,822 67
Totals, . .	745,348 $\frac{1}{2}$	766,755 $\frac{1}{2}$	\$1,049,110 63	\$1,069,890 09

[B.]

STATEMENT of the Whole Number of Passengers and the Earnings from the same for the Years ending May 31, 1865, and May 31, 1866.

MONTHS.	WHOLE NO. OF PASSENGERS.		PASSENGER EARNINGS.	
	Year ending May 31, 1865.	Year ending May 31, 1866.	Year ending May 31, 1865.	Year ending May 31, 1866.
June, 1865, .	58,229	74,857	\$115,959 11	\$173,462 11
July, . . .	62,551 $\frac{1}{2}$	89,050 $\frac{1}{2}$	121,938 39	171,382 96
August, . .	82,084 $\frac{1}{2}$	90,769 $\frac{1}{2}$	176,386 16	210,741 07
September, .	93,500	91,875 $\frac{1}{2}$	206,981 55	235,726 06
October, . .	89,521 $\frac{1}{2}$	91,420	210,302 09	229,800 54
November, .	76,926	74,533	162,262 64	183,999 47
December, .	60,580	77,323	122,719 94	175,585 18
January, 1866, .	50,937	58,214	90,727 81	117,442 36
February, . .	60,570	46,967 $\frac{1}{2}$	102,573 30	104,205 95
March, . . .	80,982 $\frac{1}{2}$	72,346 $\frac{1}{2}$	151,649 27	156,446 05
April, . . .	66,289 $\frac{1}{2}$	68,261	143,312 07	149,519 89
May, . . .	70,717 $\frac{1}{2}$	67,208 $\frac{1}{2}$	167,001 27	153,023 41
Totals, . .	852,889	902,826	\$1,771,813 60	\$2,061,335 05

[C.]

STATEMENT showing the Amount Earned from Wheat and Flour, and all other Freights, for the Years ending May 31, 1865, and May 31, 1866.

MONTHS.	AMOUNT EARNED FROM WHEAT AND FLOUR.		AMOUNT EARNED FROM OTHER FREIGHT.	
	Year ending May 31, 1865.	Year ending May 31, 1866.	Year ending May 31, 1865.	Year ending May 31, 1866.
June, 1865, . . .	\$25,801 34	\$46,522 74	\$115,324 05	\$131,995 22
July, . . .	17,314 92	26,033 95	116,713 28	118,888 30
August, . . .	18,846 82	22,104 14	144,090 28	167,503 00
September, . . .	34,763 64	40,149 86	155,600 59	184,489 98
October, . . .	33,344 50	51,880 80	154,194 36	193,095 23
November, . . .	58,852 96	43,558 86	170,032 32	199,468 63
December, . . .	38,152 97	10,031 22	200,216 24	127,483 24
January, 1866, . .	29,242 72	8,191 92	175,807 03	145,439 30
February, . . .	13,656 41	15,571 20	153,348 08	136,042 57
March, . . .	12,897 04	20,019 70	167,832 90	147,743 88
April, . . .	18,971 95	25,303 96	160,068 18	156,026 47
May, . . .	29,146 77	29,417 45	189,310 12	161,630 20
Totals, . . .	\$330,992 04	\$338,785 80	\$1,902,537 43	\$1,869,806 02

[D.]

STATEMENT of the Earnings of the Michigan Central Railroad from June 1, 1865, to May 31, 1866, inclusive.

MONTHS.	Passengers.	Freight.	Miscellaneous.	Totals.
June, 1865, . . .	\$173,462 11	\$178,517 96	\$13,682 67	\$365,662 74
July, . . .	171,382 96	144,922 25	12,799 98	329,105 19
August, . . .	210,741 07	189,607 14	13,153 00	413,501 21
September, . . .	235,726 06	224,639 84	16,295 33	476,661 23
October, . . .	229,800 54	244,976 03	15,917 33	490,693 90
November, . . .	183,999 47	243,027 49	20,642 83	447,669 79
December, . . .	175,585 18	137,514 46	15,770 19	328,869 83
January, 1866, . .	117,442 36	153,631 22	11,365 06	282,438 64
February, . . .	104,205 95	151,613 77	9,976 64	265,796 36
March, . . .	156,446 05	167,763 58	12,948 69	337,158 32
April, . . .	149,519 89	181,330 43	12,886 64	343,736 96
May, . . .	153,023 41	191,047 65	21,125 28	365,196 34
Totals, . . .	\$2,061,335 05	\$2,208,591 82	\$176,563 64	\$4,446,490 51

[E.]

COMPARATIVE STATEMENT

Of Passenger and Freight business, for the Years ending May 31, 1865, and 1866.

	PASSENGERS.										PASSENGER TOTALS.	
	EAST.					WEST.						
	LOCAL.		THROUGH.			LOCAL.		THROUGH.				
	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.	No.	Amount.
1865.	357,476	\$481,629 79	47,826	\$338,022 89	387,872	\$567,480 84	50,442	\$361,914 71	9,272	\$22,765 87	852,889	\$1,771,813 60
Correspond'g period, 1866,	369,560	524,456 90	59,247	457,227 01	397,195	545,433 19	64,832	500,066 06	11,985	34,151 89	902,826	2,061,325 05
Increase,	12,084	42,827 11	11,421	119,204 62	9,323	-	14,390	138,151 35	2,713	11,386 02	49,937	289,521 45
Decrease,	-	-	-	-	-	22,047 65	-	-	-	-	-	-

COMPARATIVE STATEMENT—CONTINUED.

	FREIGHT.						TOTAL		MISCEL- LANEOUS.		TOTAL EARNINGS.	
	EAST.			WEST.			TOTAL FREIGHT.		Amount.		Passenger & Freight.	
	LOCAL.		THROUGH.	LOCAL.		THROUGH.						
	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.	Amount.			
	1865.	1866.	Increase.	Decrease.	1865.	1866.	Increase.	Decrease.	1865.	1866.	Increase.	Decrease.
1865.	\$855,974 25	\$598,065 63	\$497,267 72	\$492,221 87	557,715 88	462,331 00	\$140,076 50	\$4,145,419 57				
Correspond'g period, 1866.	617,474 87	571,070 57	462,331 00	557,715 88	75,493 51	34,936 72	176,563 64	4,446,490 51				
Increase.	-	-	-	75,493 51	-	34,936 72	36,487 14	301,070 94				
Decrease.	38,499 38	26,995 06	-	-	-	-	-	-				

CONDENSED STATEMENT

Of the Business of the Michigan Central Railroad for the last Six Years.

Y E A R E N D I N G	Number of Way Passengers.	No. of Through Passengers.	Total Number of Passengers.	No. of Tons of Freight moved.	Gross Earnings.	Operating Disbursements, including Taxes.	Net Earnings.
May 31, 1861, . . .	262,665	65,110	327,775	378,570	\$2,058,052 61	\$1,137,724 35	\$920,328 26
May 31, 1862, . . .	253,536½	55,292	308,828½	463,112	2,361,241 42	1,149,152 94	1,212,088 48
May 31, 1863, . . .	387,672	59,689½	447,361½	564,827	2,946,560 55	1,272,359 72	1,674,200 83
May 31, 1864, . . .	556,206½	89,552½	645,759	542,410	3,434,548 63	1,720,125 05	1,714,423 58
May 31, 1865, . . .	745,348½	107,540½	852,889	485,275	4,145,419 57	2,406,149 63	1,739,269 94
May 31, 1866, . . .	766,755½	136,070½	902,826	533,451	4,446,490 51	2,958,202 97	1,488,287 54

[G.]

CONDENSED STATEMENT

Of Freight moved during the Year ending May 31, 1866.

ARTICLES.	JUNE.	JULY.	AUGUST.	SEPT.	OCTOBER.	NOV.	DEC.	JAN.	FEB.	MARCH.	APRIL.	MAY.	TOTALS.
Apples,	10	161	5,998	15,079	62,899	42,450	1,534	448	607	1,157	792	163	131,308
Ale and Beer,	834½	1,058	8,093	794½	7,114½	5,923½	573½	471½	490½	600½	746	8,613½	8,613½
Asbes,	15	10	7	8	11	15	11	12	8	20	39	14	148
Barley,	4,833	1,151	5,139	3,875	13,617	7,055	17,295	7,187	12,609	8,185	4,955	6,972	92,916
Beans,	452	783	133	50	123	213	373	598	1,787	957	1,392	886	7,756
Bran and Shorts, . . .	201	176	153	317	197	269	256	180	256	209	235	316	2,765
Butter,	2,327	115	488	216	367	5,086	724	1,927	1,435	4,467	1,698	1,689	20,579
Cattle,	38	38	44	67	36	45	24	28	19	24	9	24	374
Corn,	35,165	31,920	21,064	21,704	36,215	17,496	18,743	91,433	68,106	68,075	61,960	65,425	537,296
Corn Meal,	139	145	75	203	208	108	124	641	107	173	674	590	3,068
Cranberries,	40	58	43	37	60	117	19	75	82	8	15	42	1,459
Cheese,	3	—	3	25	117	528	137	75	82	11	55	—	1,245
Coal,	355	462	445	1,307	1,581	1,253	1,007	944	743	751	688	728	10,264
Fruit, dried,	30	6	3	—	9	47	129	73	150	150	150	79	739
Flour,	83,374	62,397	84,166	80,556	96,359	94,509	27,420	21,679	34,259	45,080	55,027	65,306	700,107
Furniture and Luggage, .	383	371	463	610	842	878	692	68	507	896	1,245	906	8,288
Grass and Clover Seed, .	7	4	15	79	19	23	20	34	236	280	142	33	806
Garden Roots,	10,092	1,349	1,665	9,045	36,574	75,588	2,944	34	1,440	15,649	152,315	86,312	392,007
Ham and Bacon,	15	20	58	4	8	75	87	817	820	334	495	212	2,435
High Wines,	200	5	412	375	137	60	—	1,042	150	280	55	50	2,765
Hides,	315	131	211	245	254	183	357	176	205	116	176	102	2,617
Iron and Nails,	283	372	365	372	981	981	905	201	350	420	506	785	5,688
Lime,	292	292	226	208	405	357	172	41	24	156	366	544	3,121
Lumber,	2,325,253	2,090,893	2,289,975	2,522,723	2,314,664	3,656,064	2,679,568	1,718,725	2,559,316	4,371,093	4,427,920	4,291,738	35,247,865
Latins,	109	162	197	229	208	204	83	25	83	78	164	161	1,643
Leather,	52	59	97	106	84	30	83	97	73	86	82	63	963
Merchandise, miscel., .	10,179	9,189	13,085	14,768	17,383	12,864	9,127	6,533	7,574	9,906	13,230	12,868	137,006
Oats,	32,371	24,160	12,571	18,849	18,852	40,625	15,683	25,619	65,239	39,860	18,636	53,663	366,128
Other Agricult'l Products, .	154	183	144	157	621	1,370	327	180	149	265	184	188	3,932
Plaster,	513	783	1,719	1,715	634	1,384	676	441	1,112	1,204	1,682	1,155	12,968
Pig Iron,	9	11	14	68	89	46	207	200	315	206	219	96	1,480
Pelts and Skins,	22	21	36	24	71	74	71	51	46	37	37	44	54
Pork,	1,988	2,418	4,232	4,532	1,462	414	4,313	15,364	13,717	7,518	5,402	3,232	65,592

[H.]

STATEMENT showing the Total Amount of Freight moved in the following Years.

ARTICLES.		YEARS ENDING MAY 31,					
		1861.	1862.	1863.	1864.	1865.	1866.
Apples, . . .	bbls.	100,975	25,174	68,987½	115,863½	43,480	181,308
Ale and Beer, . .	"	5,340	5,032½	5,899½	6,643½	8,899½	8,616½
Ashes, . . .	tons,	164	170	171	200	173	148
Barley, . . .	bush.	128,615	68,253	138,322	104,561	45,242	92,916
Beans, . . .	"	14,524	22,708	41,178	72,402	72,755	7,756
Bran and Shorts, .	tons,	2,764	1,473	1,803	3,805	4,718	2,765
Beef, . . .	bbls.	18,460	110,360½	66,223	51,197	33,076	20,579
Butter, . . .	tons,	1,048	1,374	1,875	1,610	909	374
Corn, . . .	bush.	601,635	792,986	497,786	167,599	647,222	537,296
Corn Meal, . .	bbls.	7,265	5,068	1,608	1,092	5,057	3,066
Cheese, . . .	tons,	582	606	887	946	722	459
Cranberries, . .	bbls.	2,507	1,689	756	607	209	1,245
Coal, . . .	tons,	6,295	5,864	8,658	13,655	14,738	10,264
Fruit, dried, . .	"	686	262	661	1,051	854	739
Flour, . . .	bbls.	691,844	950,964	880,374	778,931	653,823	700,107
Furniture & Luggage, . . .	tons,	3,390	3,082	3,621	4,960	7,790	8,288
Grass and Clover Seed, . . .	tons,	1,807	1,320	1,841	606	1,037	906
Garden Roots, . .	bush.	132,062	65,386	101,147	101,590	129,757	392,007
Ham and Bacon, .	tons,	1,787	11,547	19,454	14,547	3,432	2,435
High Wines, . .	bbls.	14,093	24,145	14,383	25,946	8,509	2,766
Hides, . . .	tons,	2,112	1,890	2,007	2,228	2,325	2,617
Iron and Nails, .	"	3,778	2,648	2,588	3,412	4,149	5,688
Lime, . . .	"	1,310	1,243	1,490	1,882	2,357	3,121
Lumber, . . .	feet,	19,264,801	18,752,785	23,478,021	26,532,234	28,823,692	35,247,865
Laths, . . .	tons,	1,032	1,043	1,159	1,251	1,093	1,643
Leather, . . .	"	847	897	877	805	831	963
Merchandise, miscellaneous, . .	tons,	72,632	69,725	123,691	128,259	112,453	137,006
Oats, . . .	bush.	271,695	401,938	741,444	1,165,535	677,680	366,128
Other Agricultural Products, . .	tons,	2,721	1,251	2,613	2,327	3,765	3,932
Plaster, . . .	"	8,404	7,729	12,188	13,546	13,252	12,968
Pig Iron, . . .	"	679	759	1,057	2,686	2,227	1,480
Pelts and Skins, .	"	303	226	147	289	352	448
Pork, . . .	bbls.	32,115	121,124½	138,808	78,247	79,107	63,592
Pork in Hog, . .	tons,	7,948	6,312	7,444	9,872	6,721	5,160
Salt, . . .	bbls.	24,685	34,337	50,829	41,792	34,224	35,539
Stoves, . . .	tons,	832	552	749	858	866	1,121
Shingles, . . .	M.	8,017½	8,465½	13,359½	10,053½	9,246½	23,101½
Wool, . . .	tons,	1,247	1,525	1,716	2,111	2,618	3,113
Wheat, . . .	bush.	1,498,898	2,079,080	2,008,885	978,219	891,286	1,243,902
Whiskey, . . .	bbls.	8,708	15,296	18,913½	13,366½	6,990	4,476
Cattle, Neat, . .	No.	60,857	57,155	80,385	94,561	87,800	113,269
Horses, . . .	"	913	3,627	3,527	6,028	21,763	4,157
Hogs, . . .	"	61,170	126,778	292,426	349,716	173,814	129,247
Sheep, . . .	"	18,491	22,973	41,089	64,867	121,297	147,066
Wood, . . .	cords,	1,881	7,492	5,922½	2,731	3,326½	74½
Stone, Sand and Brick, . . .	tons,	9,954	3,853	4,192	7,540	4,449	10,315
Totals, in tons, . .		378,570	463,112	564,827	542,410	485,275	533,451

[I.]

STATEMENT

Of Monthly Expenditures on account of Operating the Michigan Central Railroad from June 1, 1865 to May 31, 1866, inclusive.

MONTHS.	Road Repairs.	Building Repairs.	Locomotive Repairs.	Car Repairs.	Locomotive Service.	Train Service.	Station Service.	Fuel.	Oil and Waste.	Stationery.	Telegraph Line.	State Tax.	Miscellaneous.	Totals.
1865.														
June, . .	\$66,606 66	\$17,677 17	\$24,596 49	\$16,508 15	\$9,465 95	\$7,135 12	\$36,579 11	\$25,144 84	\$5,144 53	\$2,618 66	\$5,897 65	-	\$4,912 96	\$22,237 29
July, . .	29,920 76	12,456 66	20,597 12	19,175 42	9,017 20	6,718 00	32,563 08	21,651 50	4,585 33	2,915 42	2,109 62	-	1,316 05	162,526 16
August, .	33,965 62	17,071 20	15,532 66	20,529 30	9,577 64	7,000 31	34,312 70	18,474 91	5,103 27	2,897 11	1,351 41	-	2,750 17	168,566 30
September,	70,465 10	40,232 09	22,607 98	22,772 86	9,956 60	7,380 61	39,778 56	23,689 37	5,023 42	2,376 67	1,447 00	-	11,555 95	257,286 21
October, .	37,707 59	34,923 73	21,941 35	32,103 63	9,967 70	8,151 37	38,366 74	25,110 48	5,698 99	3,178 35	1,461 85	-	6,361 94	225,471 72
November, .	126,703 60	29,107 27	19,324 52	25,562 76	14,449 73	8,013 90	55,704 42	25,114 20	6,414 67	3,869 54	1,659 45	-	55,887 13	371,801 19
December, .	58,121 21	20,354 13	23,706 80	40,070 88	5,760 77	8,116 79	41,250 87	28,802 41	7,297 14	2,150 25	1,839 49	-	26,400 29	268,871 03
1866.														
January, .	26,920 18	12,501 69	25,610 25	17,447 37	9,629 05	7,622 91	34,246 31	27,076 57	6,527 67	3,841 79	1,640 87	\$81,623 25	22,940 45	277,634 36
February, .	27,450 93	10,924 02	23,108 41	23,045 63	10,036 75	7,561 40	49,465 32	28,102 62	5,950 14	1,926 26	1,803 71	14,217 12	19,794 90	234,387 21
March, . .	44,796 03	11,664 92	21,721 99	39,451 37	8,118 92	7,880 40	37,367 58	28,321 72	5,504 77	5,612 21	1,928 61	1,213 23	13,707 78	232,289 53
April, . .	41,909 53	11,039 37	19,982 73	29,167 32	10,736 50	7,871 65	36,212 82	25,349 71	5,686 14	4,984 21	2,056 45	-	7,071 47	202,017 90
May, . . .	60,489 63	11,210 66	6,494 96	10,076 10	7,313 07	7,699 48	43,179 62	23,273 38	5,078 59	3,410 90	1,765 65	-	4,744 98	185,237 02
Totals, . .	\$625,056 84	\$229,212 91	\$236,225 26	\$299,900 79	\$114,529 88	\$91,101 94	\$479,027 13	\$300,111 71	\$67,962 66	\$39,781 37	\$24,961 76	\$97,059 60	\$183,444 07	2,808,375 92

